

it. Ariatius, Diodorus Siculus, and Menander make Alexandria larger than Rome; the population of this city is stated by Diodorus to be 300,000 souls, and this appears to come very near to the extent of population which could have been conveniently subsisted in Rome. Ancient maps do not make it greater than it is in the present day, nor are there any vestiges of further extension of its walls. It had thirty gates, a very small number for so large a city as it is represented to have been, and wholly inadequate for prompt communication with the provinces. The calculations of Gibbon are any thing but satisfactory. We are told, he says, that when the emperor Claudius exercised the office of censor, he took an account of 6,945,000 citizens, who, with the proportion of women and children, must have amounted to 20,000,000 of souls, and including slaves, have formed a grand total of 120,000,000. Elian, who lived in the time of Alexander Severus, says, ancient Italy contained 1,137 cities; to what extent are we, therefore, to apportion the inhabitants to the city of Rome? The Romans never mentioned more than fourteen regions or wards within the city, neither before nor after the emperors; they reckoned seven great cloacas, or common sewers, which it is believed were built in the time of Tarquinius Priscus. History does not furnish us with any account of public buildings without the walls: the number of bridges does not appear to have been more than seven or eight, the three hills mentioned are at present within the walls; the seats of justice, forum publicum, were all in that part called *Pomerium Urbis*, which was of no further extent than modern Rome; they were in all eighteen or nineteen, one-half of which were market-places, and other meeting places for public affairs; and finally, as a learned writer on this subject says, had it been so great as pretended, it would have included Mount Soracte and other mounts besides the seven, as well as the little hills, mentioned in history, upon which the city was then seated, as it now is; it must have extended as far as the Adriatic, and Mount Apennine must have been in its centre; Oriculum, Tibur, Ostia, and one or two other places had been also a part of it, which are but short journeys from modern Rome. Tusculum, Tully's country seat, is to this day only as far distant from Rome as of old. There is not the least evidence to support the notion that the walls were of greater extent than they now are, and it is recorded that the *aduersi* always set their faces against any extension of the city. Again: there are no accounts handed down to us of magnificent, or even common temples, baths, &c. without the walls, nor are there the least vestiges to be found of extended walls or public edifices; there were, no doubt, country seats, as there are in the present day, but no villages such as surround London, and are becoming gradually absorbed in it. Honorius, after the plunder of the Goths, repaired the walls, and made them as they were before, but did not extend or diminish them. The *Transiberina Regio*, was then walled about as well as the rest, as also the Campo Marzo, where now stands *Urbs Leonina*. Rome must have had its towns as well as other nations, and Pliny tells us that the houses are spread up and down about Rome, adding many towns to the city; and Dionysius also observes that all the places inhabited were without the walls, and it would be in vain for men, considering of them, to inquire into the greatness of the town, and that he would hardly find whence it begins or ends, so near do the suburbs approach and join the city, and make it look as if it were an immense length. This statement applies to all the cities, the leading roads to them being lined with houses and ornamented with country seats.

One great proof that the city of Rome itself was not very populous, is the state of its posts, which were established along the great Roman way; there were stations every five or six miles, with relays of forty horses only, which not only performed all the government work, but were also at the disposal of the nobility. And again: the public roads, so truly celebrated, appear to have been made for show more than for actual service; for even to the present day they exhibit little wear, although vast stores of fruits, grain, wine, and oil were daily conveyed into the city from all parts of the country.

Luxury was confined to the few, and was little beneficial to the community at large; the supplies of their tables were chiefly the produce of the farms, and of slave-labour; their rich estments were the produce of other lands; the poorer classes were dressed in a simple Bornease, like the Egyptian fellahs; and their food was scarcely so good as that enjoyed by the lazaroo of the present day.

The state of their trade was truly pitiful for such a mighty nation, and was far inferior to that of one of the petty states of Greece; nor had they, in fact, any convenient sea-ports, for Ostia was wholly unworthy the name. Every year, about the time of the summer solstice, a fleet of 120 vessels sailed from Myos-hormus, a port of Egypt in the Red Sea, and, by the periodical assistance of monsoons, they traversed the ocean in about forty days. On their return, the goods were transported on the backs of camels to the Nile, and thence to Alexandria. Silver was their only instrument of commerce, so that the Roman empire was drained of her bullion to the extent of 800,000*l.* per annum. These commodities realized enormous profits.

The splendour of public edifices, although attested by their remains, is little proof of the greatness of a city; they in general speak of barbarous times, when slaves were abundant, and the wealth of nations was apportioned out to a few individuals, whose love of rivalry induced them to rival each other in magnificence. Witness the pyramids and palaces of Egypt and other cities, nay, most of our own finest edifices were built in what we moderns term the dark ages of our forefathers. We are too enlightened now-a-days to do things well, improvements are commenced ere we have time to lay down our plans.

Lampredius tells us that the emperor Helio-gabalus ordered all the colubæ in the city to be collected, which on being weighed amounted to 10,000 pounds; this proves the Romans to have been a dirty, rather than a numerous people.

The celebrated Roman roads were by the Roman soldiers formed for military purposes, and not for commercial intercourse. On the other hand, the Tiber, a narrow rapid stream, was of little real service to the city, being rather an effectual barrier to its expansion. It was much like one of our canals, horses having to draw the boats from Ostia, which, as there is no mention made of docks, must have been but few, for this river extended very little into the city. When Virgil speaks of it as a gentle river, "*Leni fluit agmine Tiberis*," he speaks of it as a poet, not as a historian; a population such as London possesses would have drunk up as much water as that of the river, and extended to the Roman sea-coast.

Much of the space within the walls was occupied by public buildings; there were 276 granaries, being one to every street, 900 private bathing places, 1,350 great cisterns of water, 1,780 domus, every one of which great houses had within itself a cirque, portico, seats of justice, temples, wells, and several bathing places. It is said that the house of Nero had many porticoes, every one 1,000 paces long; there was a great pond like a sea, in addition to temples and spaces for the augurs, vineyards, pasture-grounds, and woods, with a multitude of cattle and wild beasts of every kind. The amphitheatres and cirques were large; there were also public walks.

The estimates of the present population of London carry it up to 1,900,000 souls. The extent of surface covered by buildings is estimated at about fifteen square miles, or nearly 10,000 acres, with considerably more than 200,000 houses. It is most advantageously disposed on the banks of a magnificent river, over which six beautiful bridges are thrown, and under which a tunnel is formed, rivalling in art any Roman work.

It contains 113 parishes, about 250 churches and chapels of the Established Church, 9 Scottish chapels, 14 Roman Catholic chapels, 18 foreign Protestant churches and chapels, 7 synagogues, and about 200 places of worship for dissenters.

The cathedral church of St. Paul may surely vie with any one of the most magnificent Roman edifices; our domus or palaces, among which may be included a vast number of private houses occupying the streets and squares, are almost beyond count, and the riches they contain in works of art and private fortune are greater than all Rome put together

in the days of its greatest prosperity. London has no fewer than fifty markets, consumes upwards of 1,500,000 sheep and 190,000 bullocks, 25,000 calves and 25,000 pigs, every year, exclusive of vast quantities of bacon and hams. The consumption of wheat may be estimated at 1,200,000 quarters. The annual supply of coals employs 2,700,000 tons of shipping; of her goods 60,000 or 90,000 vessels are employed in administering to her luxuries and wants. Instead of Roman roads, we command time and obliterate space. In addition to many magnificent buildings devoted to public amusements, our magnificent charities, colleges, halls, public schools, and hospitals, are the surprise and admiration of the world. Instead of seven sewers, London is intersected with them in every quarter. Instead of narrow, impassable streets, London boasts of an endless vista of open streets and squares, well drained, well lighted, and well paved. Built after the manner of ancient Rome or Canton, it would cover four times the extent of ground it now occupies. To conclude, it is a city, the head of a nation, from which a nation greater than Rome ever was, has sprung, governing regions where the Roman eagles never went, and myriads of people more than Rome could ever boast—a nation ruling by her arts as well as arms, and enriching as she is enriched by the spoils of all nations.

DECISION IN THE COURT OF EXCHEQUER TUESDAY, NOV. 28.

(*Nisi Prius* Sittings before the LORD CHIEF BARON.)
LICENCES TO ERECT HOARDS AND SCAFFOLDS
ON THE PUBLIC WAY:
DEVEY & WARNE.

THIS was an action brought by a bricklayer against the surveyor of pavements for the parish of St. Ann, Westminster, to recover damages for removing certain ladders which the plaintiff had erected in repairing a house situate in Porter-street, Newport-market.

Mr. Corrie (with whom was another learned gentleman) appeared for the plaintiff; and Mr. Jervis and Mr. Ogle for the defendant.

It appeared that a Mr. Hay, a licensed victualler, and the occupier of the house, No. 14, Porter-street, employed the plaintiff to colour the outside of this and the adjoining house, which was numbered 15. The plaintiff applied for and obtained licence to set up a ladder for two days on the foot-pavement of the house, No. 14, Porter-street. The house, No. 14, is a corner-house, one side of which fronts Porter-street, and the other side fronts Newport-court. The plaintiff set up two ladders, joined together by a cord or rope, on the pavement in Newport-court, against the house No. 14, Porter-street, and also a ladder against the house No. 15, Porter-street. The defendant, acting in pursuance of his authority as surveyor, cut the ropes which held the ladders together, and took the three ladders to the green-yard. In taking down the ladders, a pail with whitewash in it was broken, and its contents were destroyed. The defendant, by his pleas, justified under the statute 57 Geo. III. removing the ladders, and paid into court 20*s.* as compensation for any injury the plaintiff had sustained by cutting the cord, breaking the bucket, &c.

The defendant's counsel insisted that the ladders were not erected within the terms of the licence, which only authorized the plaintiff to set up one ladder on the pavement in Porter-street, opposite No. 14, instead of which he had erected a ladder on the pavement opposite No. 15, and two ladders joined together on the pavement of Newport-court.

The Lord Chief Baron was of opinion that the licence did not authorize the erection of the ladders in the places in which the plaintiff had set them up. He also expressed a strong opinion that when the 20*s.* was paid into court, the action should have been discontinued.

The jury returned a verdict for the defendant, under his lordship's direction.

[This is a strange case: if the plaintiff, defendant, counsel, judge, and jury had taken the trouble to read the Street-Act, they would have found a surveyor of pavements has only power to grant licence to erect hoards and scaffolds; any other description of licences under such circumstances could alone be legal under a peculiar local Act of Parliament.—*Ed.*]